

RAIL MEN QUIT AS RECEIVER CUTS PAY

Labor Board Mandate Violated,
Say Employees of At-
lanta Road.

CONFERENCE ORDERED

Federal Court Superseded
Board, Explains Leader in
A. F. of L.

ATLANTA, March 5.—Approximately 1,500 of the 2,000 union employees of the Atlanta, Birmingham and Atlantic Railroad, it was estimated to-night, had responded to the strike order issued earlier in the day because of dissatisfaction with the order of February 28 last for reduction of wages amounting to 50 per cent. of increases since 1917.

An order was handed down late today in Federal District Court by Judge Sibley stating that the wage reduction order would be given "no other or further effect than it ought to have by law under the facts which may be established at the hearing already set for March 26."

The wage reduction order was originally issued by the receiver for the road upon authorization of Judge Sibley after facts had been set before him to show that present wage scales were unwarranted in view of the financial condition of the property. The men had claimed that their views had not been adequately taken into consideration in reaching this decision and it was for the purpose of hearing their statements that a hearing was set for March 26.

At Fitzgerald, where the shops of the road are located, it was reported that all trains, including those carrying mail, had come to a stop. Three trains which arrived after the hour set for the strike, were left in front of the station by the union crews and were taken to the yards and the railroad shops by minor officials. The only mail being brought into Fitzgerald to-night was over branch lines of the Seaboard Air Line from Abbeville. Outgoing mail was being routed over short lines to connecting points on the Atlantic Coast Line.

Other reports received here indicated that no other trains were being operated on the road, which serves many Alabama and Georgia towns.

CHICAGO, March 5.—Local representatives in Atlanta of railroad unions have complete authority to direct the strike of employees on the Atlanta, Birmingham and Atlantic Railroad, called to-day, B. M. Jewell, president of the Railway Em-

ployees Department of the American Federation of Labor, announced. Mr. Jewell declared the railway employees took a defensive stand in calling the strike. Labor's position, he said, was that the wage reduction on the railroad constituted a violation of the Railroad Labor Board's mandate, which, he said, ordered that no reduction be made pending further conferences between the road and its employees.

The board deferred action on the case when it came up last month until these conferences should be held. Action by the Federal Court has superseded this board order and left the railroad apparently violating the board ruling, Mr. Jewell said.

RAIL LABOR TO BEGIN OFFENSIVE THURSDAY

Subpoenaing of Road Executives Is Asked.

CHICAGO, March 5.—Railroad labor leaders who have charged that the national wage agreements is "a plot of Wall Street financiers to break unionism" and establish the open shop plan to begin their offensive before the United States Railroad Labor Board with cross-examination of railroad executives at the resumption of the hearings by the Railroad Labor Board on Thursday, in a letter to the board to-day B. M. Jewell, president of the railway department of the American Federation of Labor, asked the board to subpoena at least sixteen executives, including T. DeWitt Cuyler of the New York Central and W. W. Atterbury of the Pennsylvania lines, who have led the executives' attack on the agreements. The unions want them for Thursday's meeting.

Besides Messrs. Cuyler and Atterbury, Mr. Jewell asks that the following executives, who are members of the labor committee of the executives' organization, be subpoenaed at once: Hale Holden of the Chicago, Burlington and Quincy; C. H. Markham, Illinois Central; H. E. Bryan, Chicago, Milwaukee and St. Paul; Carl R. Gray, Union Pacific; W. G. Bealer, Central of New Jersey; E. L. Loomis, Lehigh Valley; J. H. Young, Norfolk and Southern; J. M. Hustis, Boston and Maine; N. D. Maher, Norfolk and Western; and W. R. Scott, Southern Pacific.

Differences of opinion between unskilled workmen as to the wages they should receive and the railroad employers who pay the bill will be aired in detail this week in a series of conferences scheduled to be held by each individual road in the Eastern territory with representatives of its men.

The scale is now 4½ cents an hour. The roads claim this is too high and that the pay should be a fair differential above the going rate for labor in each community. The problem lies in establishing the "going rate" in each community. Endeavors will be made to reach an amicable settlement with the men. If this is impossible then the roads will carry their problem to the United States Labor Board, and will back their claims with facts and figures which have been gathered in an exhaustive

survey of labor and living conditions, covering the last three weeks.

In this connection the large railroads of the East, now in disagreement with their unskilled laborers over wages, have received an offer from a large employment agency offering to "get you all the men you need at 30 to 32 cents an hour."

"Of course," said one railroad executive, "this is floating labor and not the sort we want. We have the men we want and need to keep going, but we are going to try to show them we cannot afford to pay more for their work than any other employer." The men, on the other hand, will claim that there has been as yet no substantial drop in their rents, groceries and other costs of living.

Following is the schedule of conferences, estimated to effect the wages of approximately 20,000 unskilled laborers in the Eastern territory: Boston and Albany, March 8; New York, New Haven, March 8; New York Central, March 10; Lehigh Valley, March 11; Jersey Central, March 14; Reading Railroad, March 15; Delaware, Lackawanna and Western, March 15.

PENN MEN OPPOSE GRANTS FROM STATE

Alumni Ask Trustees to Rely
Upon Endowments to Main-
tain University.

Alumni of the University of Pennsylvania yesterday turned decisively against State control of the institution. After two days' debate on university policy, the 30 delegates to the conference of Associated University of Pennsylvania Clubs, who met in the Hotel Pennsylvania, adopted a resolution offered by George W. Wickersham, '90, former Attorney-General, aimed to throw off all dependence upon State appropriations for the operation of the institution. Under its terms the

university trustees are asked to rely upon endowment funds for university maintenance.

Yesterday's action was taken on a clear cut issue: Shall the university depend upon public grant or private gift? Shall it swing toward the policy of the middle Western and Western universities in accepting large State appropriations or follow the policy of Harvard and other privately endowed institutions?

Political Influence Feared.

Beneath the issue of financial aid was that of political control. That the delegates, representing 30,000 alumni in the country, seemed to regard as the crux of the question they were debating. Mr. Wickersham feared "insidious political influence" in university affairs unless the university diminished as speedily as possible reliance upon State appropriations. His resolution would request State appropriations for the coming biennial period only. Meanwhile the General Alumni Society would pledge itself to raise an endowment fund of \$10,000,000 to support the university in the future.

The faculty favored further State grants, but the task of advocating an extension of State appropriations fell to George Wharton Pepper, chairman of the sub-committee on policy of the university board of trustees. He was supported by Charles L. Horie, Jr., of this committee. Both refused yesterday to concede that their plan would convert Pennsylvania into a State institution such as the State universities of the West. To which Mr. Wickersham replied that the inevitable trend of the plan proposed by Mr. Pepper's report was toward subordination of the university to the State. The Wickersham resolution declared for independence under its present charter. He would ask the State to provide only for the hospitals, the graduate school of medicine and the school of education, "institutions which are not necessarily connected with the university."

"It was not until 1907 that the State made any large contribution to the support of the university," declared Mr. Wickersham. "The amounts have steadily increased until the appropriation for 1919-21 for general maintenance amounted to \$900,000, with \$300,000 ad-

ditional for specific purposes. It is impossible for this condition to continue without the State having a larger voice in the spending of the money thus appropriated."

The Pepper plan does not call for any surrender of academic freedom or of private control of the Wharton School or of the Liberal Arts College, according to its proponents. Under State aid, he said, the university becomes an agency of the State in only those departments in which there can be no political interest, "no difference between mass thinking and class thinking." These include veterinary medicine and surgery, dentistry, medicine and surgery, law, architecture and engineering. Mr. Pepper declared the proposed \$10,000,000 alumni endowment would not answer the needs of the university.

The alumni resolution will go at once to the trustees, and the question of university policy will probably be discussed at the trustees' meeting in Philadelphia on March 21.

Dr. Charles C. Harrison, who was provost of the university for seventeen years and has been a member of the board of trustees for more than forty

years, was a firm opponent of State control.

William McClellan, former dean of the Wharton School, presided at the annual alumni dinner in the Hotel Pennsylvania last night. Other speakers were John Heisman, Penn football coach; Hugh A. Dawson, member of the Pennsylvania House of Representatives; Mr. Pepper and Mr. Wickersham.

FOUR DAY WEEK ON ALTON.

Railroad's Shop Employees Affected by New Order.

Special Despatch to THE NEW YORK HERALD. CHICAGO, March 5.—The Chicago and Alton Railroad inaugurated at Bloomington to-day a four day working week for shop employees, according to telegraphic advices.

The new order was to go into effect to-day and continue until further notice. It affects 2,000 employees of the shop there.

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